

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4930

周二廿七月七十一十三號光

TUESDAY, AUGUST 22, 1905.

二拜禮

周二廿七月八英港香

\$30. PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman,
A. HAUTP, Esq., Deputy Chairman,
Hon. C. W. Dickson, H. Schubart, Esq.,
E. Goett, Esq., E. Shellin, Esq.,
G. H. Medhurst, Esq., Hon. R. Shawan,
A. J. Raymond, Esq., N. A. Siebs, Esq.,
F. Salinger, Esq.
CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....\$OLD 10,000,000
CAPITAL PAID UP.....\$OLD 5 3,250,000
RESERVE FUND.....\$OLD 5 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.
22, Des Voeux Road,
Hongkong, 26th May, 1905. [24]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madzuru, Kure, Shimoneseki, Moli, Wakamatsu, Karatsu, Nagasaki, Kuchinotzu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Ounji, Sasahara, Tsubakuro, Yoshinotani, Yoshiro, Yunokubira and other Coals.

S. MINAMI, Manager. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME-TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
8.00 a.m. to 8.30 a.m. ...Every 10 minutes.

8.30 a.m. to 9.30 a.m. ...Every 15 minutes.
9.30 a.m. to 10.00 a.m. ...Every 15 minutes.

11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.

1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.

2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 8.00 p.m. ...Every 10 minutes;
NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.

9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 3.00 p.m. ...Every 15 minutes.

5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 8.00 p.m. ...Every 10 minutes;
NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 1st July, 1905. [25]

REASONABLE PRICES.

Hongkong, 1st March, 1905. [26]

ALWAYS IN STOCK

AT

c/o 15, Connaught Road Central.

Hongkong, 16th August, 1905. [27]

S. EZEKIEL.

EZEKIEL, BRENNER & CO.

NOTICE.

EZEKIEL, BRENNER & CO.

M. R. S. EZEKIEL having purchased the

Business begs to state that he

will not be responsible for any Debts con-

tracted by Mr. BRENNER.

S. EZEKIEL.

Hongkong, 17th August, 1905. [28]

Hongkong, 17th August, 1905. [29]

S. EZEKIEL.

Hongkong, 17th August, 1905. [30]

Hongkong, 17th August, 1905. [31]

S. EZEKIEL.

Hongkong, 17th August, 1905. [32]

S. EZEKIEL.

Hongkong, 17th August, 1905. [33]

S. EZEKIEL.

Hongkong, 17th August, 1905. [34]

S. EZEKIEL.

Hongkong, 17th August, 1905. [35]

S. EZEKIEL.

Hongkong, 17th August, 1905. [36]

S. EZEKIEL.

Hongkong, 17th August, 1905. [37]

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Hongkong, 17th August, 1905. [38]

S. EZEKIEL.

Hongkong, 17th August, 1905. [39]

S. EZEKIEL.

Hongkong, 17th August, 1905. [40]

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Hongkong, 17th August, 1905. [41]

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Hongkong, 17th August, 1905. [42]

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Hongkong, 17th August, 1905. [43]

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Hongkong, 17th August, 1905. [44]

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Hongkong, 17th August, 1905. [45]

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Hongkong, 17th August, 1905. [46]

S. EZEKIEL.

Hongkong, 17th August, 1905. [47]

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Hongkong, 17th August, 1905. [48]

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Hongkong, 17th August, 1905. [49]

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Hongkong, 17th August, 1905. [50]

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Hongkong, 17th August, 1905. [51]

S. EZEKIEL.

Hongkong, 17th August, 1905. [52]

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Hongkong, 17th August, 1905. [53]

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Hongkong, 17th August, 1905. [54]

S. EZEKIEL.

Hongkong, 17th August, 1905. [55]

S. EZEKIEL.

Hongkong, 17th August, 1905. [56]

S. EZEKIEL.

Hongkong, 17th August, 1905. [57]

S. EZEKIEL.

Hongkong, 17th August, 1905. [58]

S. EZEKIEL.

Hongkong, 17th August, 1905. [59]

S. EZEKIEL.

Hongkong, 17th August, 1905. [60]

S. EZEKIEL.

Hongkong, 17th August, 1905. [61]

S. EZEKIEL.

Hongkong, 17th August, 1905. [62]

S. EZEKIEL.

Hongkong, 17th August, 1905. [63]

S. EZEKIEL.

Hongkong, 17th August, 1905. [64]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,103 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, E.N.R.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lessius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	58 tons	Captain W. A. Valentine.
"NANNING,"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

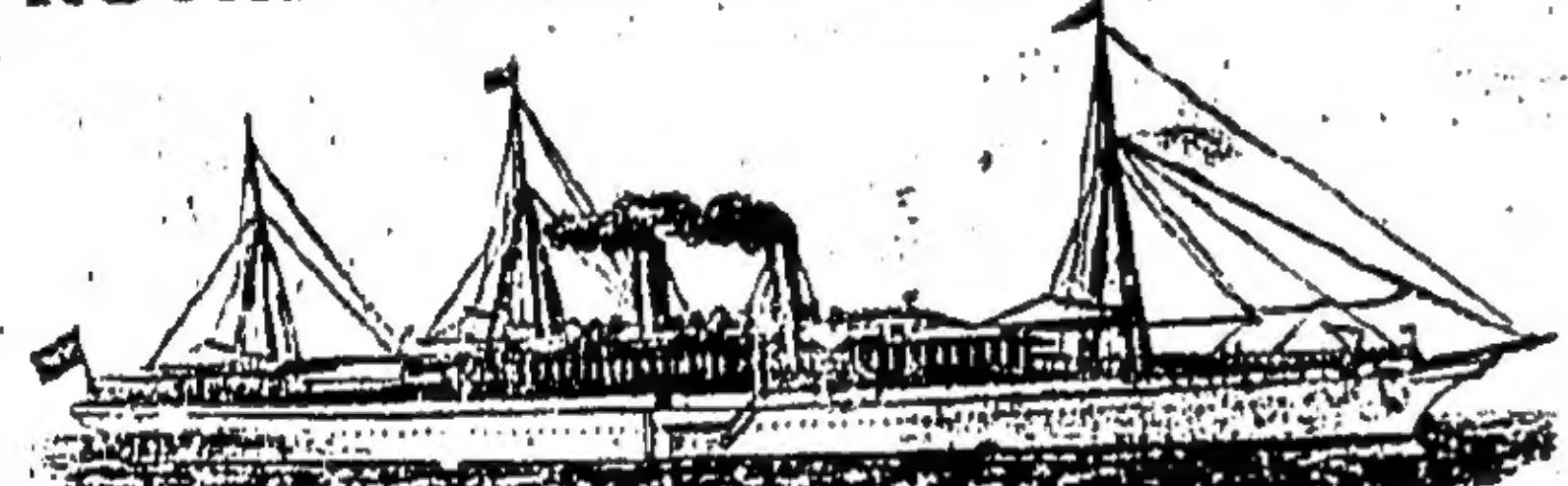
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 21st August, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.—(SUBJECT TO ALTERATION).

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF INDIA"	6,000.	E. Beetham, E.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR"	4,425.	W. Davison, E.N.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN"	6,000.	H. Pybus, E.M.R.	WEDNESDAY, 20th Oct.
"EMPEROR OF CHINA"	6,000.	R. Archibald, E.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	4,440.	S. Robinson, E.N.R.	WEDNESDAY, 1st Nov.
Hongkong to London, 1st Class.....	660.	Via St. Lawrence £60.	Via New York £60.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....	440.		

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent.

Hongkong, 9th August, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.
OUSTASIAISCHER DIENST.

(Taking cargo at through routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GEMOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIc PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

STEAMERS.

HAVRE and HAMBURG.

Sanders (Calling at S'Pore, PENANG & COLOMBO). 28th August. Freight.

SPEZIA.

HAVRE and HAMBURG.

Ehlers (Calling at S'Pore, PENANG & COLOMBO). 31st August. Freight.

REHNANIA*

Fück (Calling at S'Pore, PENANG & COLOMBO). 6th Sept. Freight and Passengers.

SCANDIA*

v. Doehren (Calling at S'Pore, PENANG & COLOMBO). 20th Sept. Freight and Passengers.

SILESIA*

Bahle (Calling at S'Pore, PENANG & COLOMBO). 4th October. Freight and Passengers.

SUEVIA.

Kraisel (Calling at S'Pore, PENANG & COLOMBO). 10th October. Freight.

SLAVONIA*

Madsen (Calling at S'Pore, PENANG & COLOMBO). 15th October. Freight.

SEGOVIA.

HAVRE and HAMBURG. 1st Nov. Freight.

Schindfeldt (Calling at S'Pore, PENANG & COLOMBO). about Freight.

VANDALIA.

Haase (with liberty to call at the Malabar coast). 5th October. Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin appointments. Lighted throughout by Electricity.

Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
No. 1 Queen's Building.

Hongkong, 22nd August, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. L. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,000 Recommen-

dations which I have received from all sources.

Hongkong, 15th November, 1904.

Hongkong, 15th November, 1904.

IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO., LTD.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PEWANG, COLOMBO, AN, SUREZ, PORT SAID, NAPLES, GENOA,

ANTWERP, EMSEN, HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

LSD

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and baggage.

W.E.—Cargo can be taken on through Bill of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

PRINZ EITEL FRIEDRICH

PREUSSEN

ROON

BAUERN

ZIETEN

PRINCESS ALICE

SACHSEN

PRINZ REGENT LUITPOLD

PRINZ HEINRICH

PREUSSEN

ROON

BAUERN

ZIETEN

SAILING DATES.

WEDNESDAY, 30th August.

WEDNESDAY, 13th September.

WEDNESDAY, 27th September.

WEDNESDAY, 11th October.

WEDNESDAY, 25th October.

WEDNESDAY, 8th November.

WEDNESDAY, 22nd November.

WEDNESDAY, 6th December.

WEDNESDAY, 20th December.

WEDNESDAY, 3rd January.

WEDNESDAY, 17th January.

WEDNESDAY, 31st January.

WEDNESDAY, 14th February.

WEDNESDAY, 28th February.

Intimations.

NO. 1 DOCK.

Length inside, 375 ft. Width of

entrance, top 65 ft.; bottom 75 ft.

Water on blocks, 27.5 ft. Time to

pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama

Intimation.

**W.M. POWELL,
LIMITED.**

ALEXANDRA
BUILDINGS,
Des Vaux Road.

LADIES'
SHOES.

A
SPECIAL
PURCHASE
OF
HIGH GRADE
SHOES
NOW ON SHOW,
comprising:

TAN GLACE
SLIPPERS.

BLACK GLACE
SLIPPERS.

TAN GLACE
LOUIS XV. Heel.

BLACK GLACE
LOUIS XV. Heel.

CHAMPAGNE
GLACE
LOUIS XV. Heel.

BRONZE 4-BAR
LOUIS XV. Heel.

PATENT
WALKING
SHOES.

All the above are of
excellent style, quality
and finish.

Comfort, smartness and
wear guaranteed.

INSPECTION INVITED.

**Wm. POWELL, Ltd.,
HONG KONG.**

Hongkong, 19th August, 1905.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anæmia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the myriad changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known it.

WAM-POLY'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anæmia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated, bordering on anæsthesia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that the FOONG TAI FIRM, of Victoria, in the Colony of Hongkong, Tea Merchants, have on the 4th day of July, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:

1.—A representation of an eight pointed Star in the centre of which is a Chinese Dragon above the same are the words FUNG MEE KAM KEE and the Chinese characters for the same (達美錦記) and below are the characters (石頭庄) meaning SHEK PINO CHONG.
2.—The Chinese characters (金泰記) meaning FOONG TAI SHOP, in the name of the FOONG TAI FIRM, who claim to be the Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following goods:

TEA IN CLASS 42.
Trade Mark 2 has been used by the Applicants in respect of the following goods:

TEA IN CLASS 42.
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of July, 1905.

DENNYS & HOWLEY,
Solicitors for the Applicants.



All the above are of excellent style, quality and finish.

Comfort, smartness and wear guaranteed.

INSPECTION INVITED.

**Wm. POWELL, Ltd.,
HONG KONG.**

Hongkong, 19th August, 1905.

THE ADMINISTRATION OF
SAGHALIEN.

STRINGENT REGULATIONS.

Regulations to be observed by vessels and travellers visiting Saghalien have been issued by the War Office. The regulations consist of eight articles, which state that for the present the port of Korsakov only will be opened to vessels visiting the northern ports of the island, exception being made in regard to vessels that have obtained special permission from the Minister for War or the military authorities administering the island. Only Japanese vessels will be allowed to enter the ports of Saghalien, and no foreigners will be allowed to land in the island, unless they have special passports from the Minister for War or the military authorities in Saghalien. In the case of Japanese, those who are under the ban of the Law of Administration, have been declared bankrupt, or have no fixed occupation, will not be allowed to land. All vessels entering the ports of Saghalien and persons landing on the island must abide by the regulations and orders issued by the military authorities, who are empowered to stop the entry into all ports of vessels, the landing of visitors, or to detain or order away vessels or persons from the island, when such course is deemed necessary.—*Japan Chronicle*.

PRIVATE DETECTIVES.

A SOCIAL PEST AND THE REMEDY.

BY SIR GEORGE LEWIS, BART.

The Slater case has directed public attention strongly upon the operations of an unscrupulous and dangerous class of men. Upon the doings of the dregs of the detective profession so great an authority as Sir George Lewis was good enough to communicate his views to a "Morning Leader" representative the other day.

"I wish to guard myself in any observation I may make," began Sir George, "against appearing to reflect on a number of most deserving and respectable people who conduct private inquiries—I allude to a number of retired inspectors and superintendents from the Metropolitan and City police, men who, after years of good work in the force, have retired on their pensions, and, being middle-aged, do not desire to lead an idle life, and therefore conduct private inquiries. These are men for whom I have great respect. They are employed by me, and their reports are perfectly reliable and their charges fair. There are many such men in practice in London, and for them I have nothing to say but what is favourable.

LOVETTIANE AND PREDATORY.
"It constantly happens in the office of a solicitor who has much to do with the Divorce Division of the High Court that inquiries have to be made and persons watch sometimes till a late hour at night to ascertain whether the people who are watched are open to suspicion or a charge of breach of conjugal duty. Inquiry agents for such purposes are therefore absolutely necessary, so long as they are reliable, honest, and truthful. However large a solicitor's staff of clerks may be, they have their duties to perform during the day, and naturally require rest at night; and these men have not even the facility of making inquiries or the observations which from time to time become necessary. The respectable detectives of whom I speak do not advertise, but rely on the character they possess as a sufficient introduction to business."

"There is, however, a class of men who do advertise, and inasmuch as there are always more fools than sensible men, they reap a rich harvest by the promises they hold out and the reputation they give themselves, which in most cases is simply delusive."

"Are these people numerous?" asked the "Leader" representative.

"No. This class of agent was brought into existence after the passing of the Divorce Act in the year 1857. That Act opened up to them a new field of operations. These men are people with no police experience. They are self-constituted 'detectives' (as they call themselves); and but for the publicity which they obtained through the medium of advertisements in certain papers they would be absolutely unknown. I have never employed any one of them, and never would. And when anyone has sought my aid, and I have heard that they have been in the hands of such a private agency, I have always compelled them to discontinue the connection—otherwise I would refuse my professional assistance."

"What about the earnings of these 'private agents'?"

"Well, they seem to charge what they choose."

DOUBLE-BARRELLED BLACKMAIL.

"I have known instances where a wife who has been employing one of them to inquire into her husband's conduct, and has received an exorbitant account, has been put face to face with the threat that unless she paid the bill would be sent to her husband, and the husband thus made aware of the conduct of his wife towards him, I have even known of a case of a detective who, while taking the wife's money and pretending to her that he was acting in her interests, furnished the husband with the facts he was telling her, and with the details of her course of action. Presumably he was paid by both sides. I could give many instances of discreditable conduct and extortion practised by a particular agency. But probably it is not necessary for me now to do so."

"How, in your opinion, is this serious social pest to be extirpated? Is it possible to suppress it by law?"

"No, I think that it is impracticable. The way to put an end to these people is for the Press to decline to insert their advertisements. If such a course were taken those who require assistance of the nature I have described would gradually find their way into the offices of the retired inspectors of police—men who are to be thoroughly relied on, and who have a staff of their own to carry out the duties they undertake."

Entertainment.

POSTPONEMENT.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT,

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station),

ON

FRIDAY,

August 25th, at 9.15 P.M.

Tickets \$2 and \$1.

Can be obtained at the Volunteer Headquarters,

near the Hongkong Club.

Hongkong, 21st August, 1905.

[1820]

Auction.

PUBLIC AUCTION.

TO BE SOLD

ON

MONDAY,

the 28th day of August, 1905, at 3 P.M.

BY

MR. GEO. P. LAMMERT, Auctioneer,

at his Sales Rooms, Duddell Street.

Hongkong, 21st August, 1905.

[1821]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Goods are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 23rd instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO., LIMITED,

Agents.

Hongkong, 21st August, 1905.

[1822]

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Trésor, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, at 10 A.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 16th August, 1905.

[1823]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before 3 P.M., TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever,

Damaged Packages must be left in the

Godowns for examination by the Consignee

and the Company's representative at an ap-

pointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

1. S. LEWIS,

Acting Superintendent.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS
FINE FLAVOUR
AND
MELLOWNESS
ATTAINED ONLY BY
GENUINE
QUALITY
AND
GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,

LIMITED,

WINE AND SPIRIT MERCHANTS:

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1847.

Hongkong, and July, 1905.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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DAILY—\$8 per annum.

WEEKLY—\$18 per annum.

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Single Copy, Daily, ten cents; Weekly, twenty-five cents.

NON-CHINESE, 166; CHINESE, 51; TOTAL, 27.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 22, 1905.

TIENTSIN-CHINKIANG
RAILWAY.

An extremely important question is involved in the special telegram which we publish to-day stating that the Waiwupu desires to see the Tientsin-Chinkiang railway agreement cancelled. It is necessary to understand the situation in order to grasp the significance of the attitude adopted by the Foreign Office of the Chinese Government. The proposed Tientsin-Chinkiang railway was projected some nine or ten years ago when the railway boom in China was at its height. Every European country recognised the immense possibilities of vast and profitable trade in laying a network of railways through China. The Germans, having acquired a *locus standi* at Kiao-Chow, proceeded to construct a triangular road to Yichow and Tsinan. The British and German railway concessionaires determined to build a line from Tientsin to Chinkiang, which would touch at Tsinan. The contract for the latter railway was signed, but no survey had been made, although it was known that the railway was bound to prove a commercial success, touching as it did a prosperous and thriving district. At the same time the Germans made their position clear that they considered themselves entitled to preferential rights so far as railway enterprise went in the province of Shantung. The meaning of the Anglo-German contract was, therefore, that while British contractors were authorised to construct the Tientsin-Chinkiang line from Chinkiang to a spot near Yichow, the Germans would control operations from Yichow to Tientsin, thereby being in a position to determine the conditions which should operate over two parallel lines, running within a comparatively short distance of each other. It may be noted that Chinkiang is the distributing centre for the provinces of Kiangsi, Kiangsu, Anhui, Shantung and Honan, so that although it is not a large city as cities go in China, having only some 150,000 inhabitants, its trade is exceedingly valuable. In this matter of the Tientsin-Chinkiang railway Britain and Germany have worked loyally together, and it has never for a moment been suggested that Germany would be unable to fulfil her part of the enterprise. When the Boxer rebellion intervened to set back for a time the schemes of those interested in opening up the country, the furtherance of railway enterprise naturally suffered, but there was never any suggestion that it was other than merely dormant. When the air had cleared somewhat, Britain at once proceeded to impress her views on the Chinese Government that the railway must be proceeded with, and so successful was the home Government through the Minister at Peking that Britain obtained all the necessary rights and privileges to proceed with the construction of her section of the Tientsin-Chinkiang line. It seems that German contractors were hardly prepared—except under new conditions which were set forth and embodied in an agreement that was submitted for signature to the Chinese Government—to commence with the railway at the moment. Whereupon the Chinese authorities pointed out, quite fairly in our opinion, that many foreign syndicates had obtained concessions for the building of railways, but had made no real attempt to take advantage of these concessions. The Chinese Government demanded proof that the German concessionaires were in a position to begin operations on the proposed line immediately; and apparently the assurances of the German Minister on this head were not considered satisfactory, for we find the German Minister complaining that his British colleague is supporting the Chinese Government. The demand that Germany should give clear proof of her subjects' ability to proceed with the construction of the Tientsin-Chinkiang railway without further delay does not seem to be an unreasonable one in view of the numerous concessions which have been granted and have never been utilised. The Canton-Hankow railway, for instance, is still in the air and is not likely to materialise for some time to come. At all events, when Germany protested that Sir Ernest Satow was in sympathy with the

was promptly given that the British alone had the right to build the railroad, and that Germany could not be permitted to claim preferential rights in railway matters in Shantung. Of course, this importuned fresh matters of controversy into the diplomatic dealings with the Chinese Government. Baron Mumm von Schwarzenstein, the German Minister, was in communication with his Government, and eventually the situation was cleared, the Anglo-German agreement ratified by the Chinese Government, and everything made ready for a beginning with the operations on the line. Now the Chinese Government, repenting of their action in signing the agreement, wish to have it cancelled. At that rate, considering how long the question has already been under discussion, the railway would never be built. Sir Ernest Satow has emphatically declared that the tailway agreement cannot be cancelled; the German Minister has telegraphed home for instructions, and it would seem that the long and dilatory methods which so frequently characterise the action of the Chinese Government in matters of reform are again in the ascendant. Apparently the Waiwupu are unwilling to see the projected railways in China built by foreigners. They have been making strenuous appeals to the gentry of Kwangtung to subscribe the capital necessary for the construction of the Canton-Hankow railway, and so far as we can learn that appeal has been successfully answered. But there is no sign that any attempt to start operations has been made. Even with regard to the Canton-Kowloon railway there was some effort made to delay matters, by insisting that Chinese concessionaires should have the right to construct the line to the British frontier. Fortunately that difficulty was easily passed, and in characteristic fashion the British Government has begun the work of surveying the route. So that while the Chinese Government is considering the idea of constructing the Canton-Hankow line the Canton-Kowloon railway will be completed. Once the Canton-Kowloon line is finished, it will be the duty of the British concessionaires to push the line on to Hankow and that may prove the easiest solution of the problem, unless the American syndicate, which was lately believed to have the intention of starting the railway, has so far failed to appear on the scene, decide to come forward at some moment. Originally the Canton-Hankow railway was projected as an Anglo-American affair, and it may yet turn out that the first idea will be realised. The whole line was estimated to be about 700 miles in length, of which 600 miles belonged to the American concession. With regard to the Tientsin-Chinkiang railway there is no reliable data as to the length of the line, but a glance at the map will show that it should be about the same length as the southern road from Canton-Hankow. Every writer of any importance has insisted on the value of the Tientsin-Chinkiang railway as an important factor in widening the horizon of the people in the provinces of Shantung, Kiang-su and Honan, and it is to be regretted that there should be this hitch when everything seemed settled. The Germans, we are told, are ready to build the section of the line; the British are simply waiting for the opportunity, and the whole trouble seems to be that the Waiwupu are alarmed at the prospect of these railways being operated by foreigners. It is a most unsatisfactory position for everybody concerned. Fortunately in Sir Ernest Satow we have a representative who is thoroughly acquainted with the character of the Chinese Government and he is not likely to be blinded by a little talk. He may be relied upon to put up a good show during the few remaining days of their season in Hongkong, and as the tramway company is furnishing a splendid service of cars to and from Causeway Bay there is no reason why the circus tent should not be crowded on each occasion on which a performance is given.

GOVERNOR Ting of Yunan writes to the Waiwupu that the monks of the Ba-king Temple, having incited the desperadoes and disorderly elements of Kiangtung to an uprising, an expedition was despatched which has had the effect of dispersing the rowdies. But owing to the state of the roads the troops could not deal with the desperadoes effectively. Prefect Li has petitioned that he has found one of the missing missionaries. In the meantime more men are being sent out to look for the other missionaries.—*Sin Wan-pao*.

GREAT preparations have been made for the special performance at the circus this evening on the occasion of the visit of H.E. the Governor and wife. Fitzgerald Bros who are providing such excellent entertainment each night may be relied upon to put up a good show during the few remaining days of their season in Hongkong, and as the tramway company is

furnishing a splendid service of cars to and

from Causeway Bay there is no reason why

the circus tent should not be crowded on each

occasion on which a performance is given.

It is reported that the net half-yearly profits of the Imperial Chinese Railways for the six months ending March 1, 1905, amount to a little over £325,000, and that if this rate of progress is maintained, as is confidently expected, the year's profits will, even after paying interest on the loan and providing the stipulated sum for amortisation, amount to over £600,000. With this sum the Chinese Government has already commenced the construction of the 120-mile line to Kalgan. Experts believe that even after the war, which has helped the railway, the development of trade in Manchuria will continue to such an extent that this profit will remain undiminished.

THE presence of a painted cartoon, in the latrine at the corner of Tung Mau Lane and Des Vaux Road, Central, having been reported by Inspector Smith, he went last evening to the place and there found the cartoon in question, which was of a somewhat amusing character. In the centre seated on a chair was a drawing supposed to represent Mr. Fung Wa-Chun, depicted in the form of a jester, but labelled with the full name, so there should be no misunderstanding. In front of him were two *lukang*, saluting him, while at the side was a third *lukang* who was arresting a coolie in the act of posting up one of the objectionable placards. It is believed that a coolie was the originator of this cartoon, but a search of certain premises revealed nothing whatever to connect him with the affair.

THE suggestion is put forward as having come from French diplomatic circles that Tokio is likely to be honoured in the near future with visits from both the Prince of Wales and the German Crown Prince. The latter, it is stated, on the occasion of Prince Arisugawa's visit to

Germany, promised to return the visit to

China Government's demands, an answer to

which was given by the Chinese Government.

THE HONGKONG TELEGRAPH TUESDAY, AUGUST 22, 1905.

TELEGRAMS.

[Reuters.]

The Peace Conference.

London, 20th August.

It is stated in Portsmouth that M. de Witte has declined to entertain Article No. 11, regarding the limitation of a Russian naval force in the Far East. He has intimated, however, that Russia has no intention of maintaining a naval force in the Far East which will constitute a threat to Japan, or any other Power.

Baron Rosen dined with President Roosevelt last night. It is concluded that the President is endeavouring to prevent a rupture of the negotiations.

Later.

Baron Rosen has conferred with President Roosevelt for an hour. It is known that President Roosevelt before inviting Baron Rosen secured the active cordial support of Great Britain, France and Germany, and that he also communicated with the Mikado.

The Anti-American Boycott.

Mr. Conger's special mission to China will not affect the position or the duties of Mr. Rockhill.

Resignation of Lord Curzon.

It is officially stated that Lord Curzon has resigned the viceroyalty of India. Mr. Ballou has communicated the resignation to the King.

[We learn that Lord Curzon made an important speech at the Viceregal Council on 18th ult. on the subject of the new scheme of Indian army administration. Referring to Mr. Brodrick's despatch, he explained that the Government of India were instructed to introduce without delay a form of military administration of which they learned only for the first time in the despatch, and said they must be pardoned if they were somewhat surprised at the manner in which it was thought necessary to convey those orders. He insisted on the fact that the new scheme was not of their creation. All they had been able to do was to effect the removal of some of its apparent anomalies and to place its various parts in more scientific relation to each other. The maintenance of the constitutional authority of the Government of India had been the sole object which he and his colleagues had had in view throughout the discussion.—Ed., H.K.T.]

The Cruise of the British Channel Squadron.

The British Channel Squadron has arrived at Esberg.

The *Aord Deutsche Gazette*, in an article evidently inspired and intended to allay the excitement produced by the cruise of the British Squadron in the Baltic, says that the visit is merely a reply to the repeated visits of German warships to British ports, and every sober-minded British and German subject wishes the visit will contribute to the mutual esteem of two great civilized nations.

SANITARY BOARD.

At the fortnightly meeting of the Sanitary Board this afternoon, the following are among the items to be brought forward.—

TO PREVENT NUISANCES.

Dr. Pearce, Medical Officer of Health, minutes: I can find no definite instructions issued to Inspectors with reference to the practice of storing manure and manuring gardens with human excrement. From C. S. 9600 of 1904 it is not clear what action was definitely decided upon by the Board to be taken in this matter. I have therefore drawn up the attached instructions which I propose to send out if the Board consider that it represents exactly what the Board wishes.

The instructions submitted are as follows:—With reference to the custom of the storage of excreta matter for the purpose of manuring gardens, please note that

by-law 8 of the Scavenging and Conservancy Law requires the removal of such matter to the conservancy boats. The use of such matter in gardens is therefore illegal in the Colony, and if you find any householders not obeying this by-law apply for a notice under section 30 of the Public Health and Buildings Ordinance. Further, any accumulation of such matter within the city of Victoria or within sufficient distance of any public road or dwelling house must, if it gives rise to evil smells, be regarded as a nuisance and a legal notice, if necessary, be applied for under section 26 (3). As regards Kowloon, in farming districts so far removed from main roads that it cannot be said that a nuisance detrimental to the health of passers-by or dwellers in the neighbourhood (other than the farmers themselves) is caused by the above mentioned accumulations, action need not be taken. With regard to the use of this excreta, of either kind, for manurial purposes in villages and districts un frequented by the public, it is almost if not quite impossible to prove that any one householder has allowed it to be removed to the gardens instead of to the boats. By-law 3 referred to above cannot therefore be strictly enforced. If it is desired to prevent the use of fresh excreta as manure by the farmers or gardeners themselves, this can only be done by proving a nuisance to exist which may be dangerous to health. This practice may certainly always be dangerous to health and especially in times of epidemics of cholera or typhoid. Notices, therefore, under section 26 (3) should be served on all gardeners and farmers in the Colony who use this manure for their vegetables, which has the appearance of being at all fresh, i.e. which has not been thoroughly subjected to the decomposition process which goes on in the usual Chinese manure pit.

Mr. Rumjaini moved: I think "reasonable" should be substituted for "sufficient" in par. 2. Gardeners in the City invariably use urine as manure for flower plants. This should be put a stop to.

The Hon. the Director of Public Works moved: In par. 4 some definite distance should be substituted instead of using the word "sufficient"—Query, 50 yards.

STEAM LAUNCH OWNERS SUED.

SQUEAL TO A COLLISION AT SHAUKIWAN.

An interesting case was heard in the Court of Summary Jurisdiction to-day, His Honour Mr. A. G. Wise, Puiane Judge, on the bench. Cheung Sow sued the Shun Tai firm for \$168.80, as damages caused by a collision with a steam launch belonging to the defendants. It was set out in the statement of claim that the junk *Yuen Hok* was lying at anchor at Shaukiwan when the floating steam launch came along and through the negligent navigation of the defendants or their servants a collision occurred whereby the junk was damaged.

Mr. Master, of Johnson, Stokes & Master, appeared for the plaintiff; Mr. Beavis, of Wilkinson & Grist, represented the defendant firm.

Mr. Master said the junk was lying at anchor at Shaukiwan harbour at her usual anchorage. The steam-launch had passengers for Sai-ye-chun, and came along about 4.50 a.m. and ran into the junk. The questions to be considered by the Court were whether there had been negligent navigation, and whether the lights on the junk were lighted. It was for the defendant to prove that there was no negligence.

His Lordship—I suppose it is really a question of lights.

Mr. Beavis—That is the whole question. Mr. Master cited an 1867 authority to show that the presumption was that the vessel which ran into another was to blame, and on her fell the burden of proof whether the lights were burning or not.

His Lordship—This is Common Law, not Admiralty.

The plaintiff said the junk was lying at anchor at Shaukiwan harbour on the night of the 7th inst., with an ordinary Chinese lamp showing at the top of the mainmast. He had trimmed his lamp, and it stood about eleven or twelve feet from the deck. He slept on board that night; three others also slept on deck. About 4 a.m. on the morning of the 8th inst., he awoke and saw a steam launch to which he shouted, but the launch collided with his junk.

In cross-examination, the witness said he was lying between 360 or 480 feet from the shore (30 or 40 cheungs). It was a clear morning, and there was no wind blowing. When he first saw the steam launch, she was about 100 feet away and as she approached she reduced her speed. She was running very slowly when she collided.

In fact she was hardly moving at all?—Just moving.

When you first saw her before the speed was reduced was she running fast?—Yes, very fast.

Did she reduce her speed because she saw you and heard you shout?—She reduced her speed because she had to land her passengers. What did you shout?—You, steamer there, must stop or reduce your speed.

Anybody else on the junk shout?—Yes, a fok.

What did he shout?—Steamer, stop, the engine.

His Lordship—Were there junks between you and the shore?—Yes, several tens of them.

Continuing, the witness said that when the collision occurred he was so busy looking after his junk that he had no time to say a word to the launch people. The junk would have sunk if he had not bailed it out. The launch people did not say a word to him, but just started off for Sai-ye-chun. After the collision the lamp on his junk fell down, and all his things were disturbed. He saw a European and a Chinaman on the bridge of the launch when the collision occurred.

Another witness spoke of the collision and said the light on the junk was burning brightly. It was quite as bright at 4 a.m. as it had been the night before. The junks close to the wharf carried no lights but the others did.

For the defendants, evidence was led disproving the statements made by the plaintiff as to a light being exhibited on board the junk.

It had been suggested by the witnesses for the plaintiff that the light fell from the masthead as the result of the collision, but that was denied. As to the position of the junk when struck by the launch, evidence was brought to show that the statements of the plaintiff's witnesses were not to be depended upon in this connection.

His Lordship, in delivering judgment, said that that Court did not take into consideration the ordinary rules of the Admiralty, but looked at questions from the point of view of Common Law. In this case if there had been any contributory negligence on the part of the plaintiff he could not recover damages. There was only one point to consider—Did the junk carry lights or not? If it carried a light at the time the collision took place it must recover on that point. The people on the junk said the lamp was lighted; but the witnesses on the other side said it was not. One witness said he had seen the light, but he evidently lied because he said he was in the bows of the launch with the captain. Every one knew that Chinese passengers would not be allowed to stand beside the captain in that position. With regard to these lights, his Lordship did not think the plaintiff had proved that the lamp was alight at the time of the collision. He would not say it was not alight at some part of the night, but he did not think it was proved, in fact he did not believe there was a light. The people were all asleep on the junk at the time and only woke up when the launch collided with the junk. Under these circumstances there would be judgment for the defendant with costs.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 22nd at 12.5 p.m. the barometer has risen over N. China and Luzon, and remains steady in S. China.

Pressure highest over the Pacific to the E. of the Loochoo.

Gradients are slight on the China coast and moderate S.E. and E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast—light or moderate SE. winds, showery.

DODWELL V. MOSS.

APPLICATION IN COURT.

At Shanghai, on the 15th inst., before Mr. F. S. A. Bourne, acting Judge, the case of Dodwell & Co. v. Ernest Joseph Moss was again called on. It was in the form of an application in which the defendant and appellant sought for the dissolution of an interim injunction granted by H. R. M. Provincial Court at Foochow on the 16th day of June, 1905.

Mr. F. Ellis addressing the Court, said that he appeared for Mr. Ernest Joseph Moss whom in these proceedings he proposed to call the defendant and appellant.

Mr. R. N. Macleod appeared for the plaintiff and respondent.

Mr. Ellis, for the defendant and appellant, said:—To make it quite clear to your Lordship, what precisely our contention is, I would refer my Lord to the pleadings which have been filed. You have, doubtless, already looked at them. They were transferred here from Foochow by way of record. There is a petition in the Court below, which will eventually be tried in this Court. We apply for the dissolution of an injunction granted against the defendant Moss, restraining him from carrying on business in Foochow, Hongkong, Colombo and elsewhere. For the purposes of this case, it would be essential to consider what was meant by that injunction. I submit that your Lordship should take into consideration what is the covenant, which I may read. I would especially refer your Lordship to Clause 4 in the argument. This covenant was drawn up by George Benjamin Dodwell and Ernest Joseph Moss of the one part and Dodwell and Co. of the other part. By clause 4 of the agreement, each of the vendors agree with the Company that he will not at any time thereafter trade in Foochow and certain other places specified.

With regard to an interlocutory injunction, the question is what are the circumstances under which a Court may issue one. On this point I think I could not do better than refer your Lordship to the White Book which I see before you. I am reading from the last (1905) edition, on page 69. It says there:—To entitle plaintiff to an interlocutory injunction the Court should be satisfied that there is a serious question to be tried at the hearing, and that on the facts before it, there is a probability that the plaintiff is entitled to such relief.

Now, if your Lordship will read the covenant, you will see that there is an absolute restraint of trade. I would now refer your Lordship to the greatest authority on injunctions, namely, Carr On Injunctions. I am reading from the 4th (1903) edition, page 14, where it says that "the man who seeks the aid of the Court by means of an interlocutory injunction must show that he is likely to suffer irreparable injury otherwise." It explains further on that all that is meant by the word irreparable is, that the injury must be serious and not easily repairable by damages. I would remind your Lordship of what is the common mode of procedure in England. The party against whom an injunction is applied for should be made to keep an account of the possible profits he might make with regard to the particular business.

I would also refer your Lordship to the case of Plympton v. Filler on page 289 of the 1896 Chancery edition, and especially to Lord Justice James's remarks thereon, also to Lord Justice Haggaye's words on page 290. Again on page 490 Lord Coleridge's remarks on the case of the Mogul Steamship Co. v. MacGregor on page 190 of the 15th Chancery Division (1880) I would direct your Lordship's attention to the case of Mitchell v. Henry.

Mr. Ellis proceeded to quote further references, which his Lordship noted. Mr. Macleod replied briefly, laying stress on the fact that defendant in this action was at present a bankrupt.

His Lordship said he would require time to study the cases quoted by Mr. Ellis and would remand the case *sine die*.

The Court then rose.

NIGRO MURDERS TWELVE ON A SCHOONER.

New Orleans, July 12.—One of the bloodiest tragedies in the annals of crime, with robbery as its motive, occurred June 30th off the Honduras coast, ten miles from the port of Ceiba.

Out of the thirteen people on the schooner *Olympia*, twelve fell before the deadly aim of Robert McGill's rifle in his desperate fight for self-preservation and greed for gold.

The sole survivor is a young woman, Miss Elsie Morgan, who lives through her own gameness and presence of mind.

Robert McGill, a negro, whose father is a preacher in the town of Ceiba, heard that the *Olympia*'s captain had arranged a trip to buy cattle and knew that he had quite a large sum on board.

This amounted to 1,400 sovs, (about \$700)

and was stowed in the captain's bunk. McGill plotted to stow himself away on the schooner and wait until everybody on board had gone to sleep, then take the money, fight his way to liberty if he was molested and escape in a dory. He got aboard the boat unseen, armed with a Winchester rifle. When he thought the time ripe, he emerged from his hiding place and made for the captain's bunk. He killed the captain, and the shot awakened the others on board. He went on deck and waited until the men came up. Then he shot them down like dogs, one by one, until there was only one man left.

This man was ordered to go below and scuttle the ship, which he obediently did. Then he, like the others, fell with a bullet in his heart.

McGill then went in search of two women, Miss Morgan and Mrs. Rose, who were passengers. When they came on deck he ordered them into the dory, and pushed off from the sinking schooner.

The negro shot Mrs. Rose and threw her overboard.

Then he shot Miss Morgan and the bullet hit her in the arm. She jumped overboard, and he fired at her several times.

Fearing her strength would not last until she could reach the shore, she swam back to the dory, when the negro said he would not harm her.

When within a few feet of the shore he struck her a stinging blow.

She fell back into the water and pretended to be dead.

She floated with only her nose out of water,

and, thinking she was drowned, the negro started toward the mainland.

The inhabitants of the island on which she took refuge, found Miss Morgan hiding in the undergrowth near the beach. Searching parties captured the negro two days later at El Porvenir.

He is condemned to die by torture.

THE "SULLY".

FRENCH OPINION PESSIMISTIC.

"Under the title "The refloating of the *Sully*" and the sub-heading "Will they abandon the salvage operations?" the following paragraph appeared in the *Courrier d'Halifax* on the 14th August:—"We ought to be eager for news of the refloating of the *Sully*, but it has to be stated that the famous dock from Hongkong has not yet been placed in position; Moreover, the sea at the present time makes the operation difficult, not to say even dangerous; so that it has been rendered impossible to take any steps towards the salving of the cruiser owing to the great risks which prevail from day to day."

"After a period of seven months, the Admiral has decided to reduce the number of men appointed to guard the *Sully* night and day from 85 which is the number at present employed, to 45."

SHIPPING JETSAM.

On arrival at Plymouth on 15th ult. the officers of the *St. Kilda*, in course of conversation, laughed at the suggestion that any pressure had been used to compel their release at Port Said, and said, they had been treated kindly on the *Dnieper*. They were free to leave the ship at Port Said, but were content with their quarters, and but for the insistence of the British authorities would have continued the voyage in the *Dnieper* to Libau.

The British steamer *Krilla*, Captain Steele, the first vessel to leave Odessa since the beginning of the disturbances and the mutiny on board the *Krilla*, *Potemkin*, arrived at Constantinople on July 9, homeward bound. Captain Steele states that when he left Odessa a large number of steamers, mostly British, were lying in the port, waiting to load or unload their cargoes, but they would probably have to leave without doing so. The *Cranley* was recently employed carrying coolies from China to Durban.

While lying in the roadstead of Acajula recently, the Pacific Mail liner *City of Peking*, Captain Robinson, was struck by lightning and had her mizzen topmast shattered. For some hours the storm had raged as only a Central American storm could prevail when it gets under way, and the culmination was a visitation of a thunderbolt that seemed at the time to have shattered the vessel. When the storm had passed and the crew could make an investigation, it was found that the mizzen topmast had been carried away. Part of the noise attending the storm had probably been caused by the falling of the upper works of this mast. It had been broken squarely in two and the severed parts were lying upon the deck. No other part of the big steamer suffered from the thunderbolt. The passengers, during the storm were almost a state of panic, but were reassured by the officers, who said that such storms were common on that coast. The *City of Peking*, which by the way was a regular caller at this port, suffered only a few hours' delay by the storm.

COLLISION IN THE HARBOUR.

Mr. Basil Taylor, Harbour Master, held an inquiry at the Harbour Office this morning into the circumstances connected with the collision which took place between the steam launch *Yan Wo*, Fung Tai, master, and the steam launch *Lee Hung*, Pang Cheung, master, in the waters of the Colony on the morning of the 20th inst.—Fung Tai said he left the *Yan Wo* Ferry wharf at about 11.40 a.m. on the 20th inst. As soon as he shoved off he saw defendant's launch coming from *Yan Wo*, and backed out from the wharf, defendant being about 100 feet of his star

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARD.**

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th August.
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"DIOMED"	14th "
GLASGOW and LIVERPOOL	"KAISOW"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	5th October.
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
*GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
*GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "JASON"	"JASON"	3rd September.
all PACIFIC COAST PORTS, "YANGTSE"	"YANGTSE"	1st October.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and "YANGTSE"	"YANGTSE"	26th September.
PACIFIC COAST	"KEEMUN"	30th October.

For Freight, apply to.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st August, 1905.

CHINA NAVIGATION CO. LIMITED.**FOR****STEAMERS.****TO SAIL**

NINGPO and SHANGHAI	"PAKHAI"	23rd August.
SHANGHAI	"KALGAN"	25th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENSIN	"OHHLI"	28th "
MANILA	"TAMING"	29th "
SHANGHAI	"SHAOHSING"	29th "
KOBE	"CHANGSHA"	6th September.

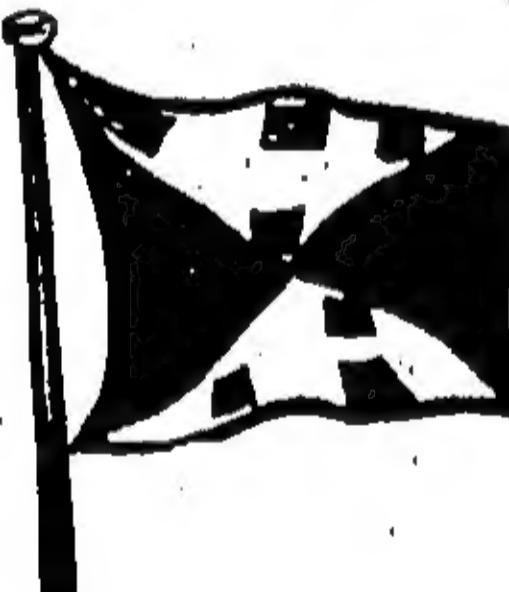
† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd August, 1905.

**HONGKONG—MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th August, 1905.

HONGKONG—NEW YORK.**AMERICAN ASIATIC
STEAMSHIP CO.**

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

Steamship "SIERRA BLANCA".....20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

Has always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle, and Ellipsis Duplicator.

Hongkong, 23rd February, 1905.

COAL MERCHANTS AND STEVEDORES;
48, DES VŒUX ROAD.

HIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 339.

Hongkong, 1st October, 1905.

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Shipping—Steamers.**HONGKONG-MACAO LINE.**

S.S. "WING CHAI".
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7:30 A.M. and on Sundays at 2:30 P.M. and on Sundays at 5:30 P.M., if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$3; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents, Return, 50 cents. Steerage, to cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of 50 cents.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 13th June, 1905.

[14]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309... J. P. MARTIN.

"KWONG TUNG" ... 1,338... H. W. WALKER.

Leave Hongkong, for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and
YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 26th June, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. I. Page, will leave Hongkong for Canton every Morning at 8 o'clock, returning to Hongkong every Evening about 5 o'clock, Sundays excepted.

On SUNDAYS she will make an EXCURSION TRIP to MACAO, leaving Hongkong at 5:30 A.M., and returning from Macao about 7:30 P.M.

The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout by Electricity, also hot and cold water is supplied.

FARES:

First Class single Journey to Canton ... \$3.00

Second " " " 1.50

First class single Journey to Macao 1.00
(with Cabin 2.00)

" " return " " (with Cabin 2.00)

Second " single " " 80 Cents.

Third " single " " \$1.50

" " return " " 30 "

Breakfast, Tiffin, or Dinner \$1 each only.

The "Wing Lok" Street.

The wharf at Macao is the same as the S.S. Perseverance.

For further information, apply to the Office of

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT & CO., Canton Agents.

S. A. NORONHA, Macao Agent.

Hongkong, 17th August, 1905.

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Intimation.**THE HONGKONG TELEGRAPH.****ICE HOUSE ROAD****HONGKONG.**

CAUSE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochin

THE PASSION FOR GAMBLING.

[Continued from page 6.]

boys. At the Market-street club, with high-spirited floor, congregated the riffraff of the city, whose ranks were swelled during the hour by shopmen, clerks, Civil and barbers—anyone, indeed, with the daring passion who could scrape up a couple of shillings to stake. The man who has not given up his mind to what he does will not be allowed the pleasure of these places will not be allowed the pleasure of speculative enjoyment some of the habits seem to derive from a study of the black book; the "tip-singer" will be at his elbow almost immediately. This wizened embodiment of baseness tells in confidential whisper of latest by his in the way of information "the stable." He confesses his own impudence, and urges with earnestness that is for those inexperienced of him to withdraw, that you put "a couple of bob" on his tippling, and give him "a cut" of the win. It's a moral, and if you don't back it, kick yourself for a week. "Back it to me by all means," he adds, if he is consulted, "it would not be better to back hisanity for a place."

THE USE OF THE 'PHONE

The same proceedings that take place in the go on in the betting shops, on the subject which the Chief Justice has more than urged more effective legislation for purposes of suppression. And one consequence has been that the horse is nothing more than a name to the gamblers. It might just as well be a billy goat race for all actual contest counts. Should an owner resort to the course to place a commission, as far as he finds it was not left to him to open the betting. If the odds are about, experience tells him that it is on account of the betting in the city. Most of the fielders have shops of some sort in town, and telephone messages pass from these places to the course, and odds are the prices practically the same at either end of the telephone. The phone, indeed, plays a very important part in the whole business. It is used largely to place shop bettors on their guard when the police appear to be active, and such are the methods of organization of the intelligence department of betting clubs that a contingent from the Force would have to arrive as a bolt from the blue to raid, with effect, any form of gambling house in Sydney. They are undoubtedly all in sympathy, bandied together for common protection, and not the least used form of communication when alarms are in the air is the telephone. The police complain that telephones should be allowed to be put to such uses, and the writer accordingly waited upon the Deputy-Postmaster-General on the subject. He stated that he had not heard anything officially from the police about the matter, and indicated that it was in the Minister's discretion to take action if a sufficiently strong case were made out to him.

To form an estimate of the amount of money that changes hands every week in the betting clubs and shops is not easy. It would be conjecture only, but it must be enormous. It is reckoned, however, that the combined clientele of these institutions numbers over 20,000 persons, and betting never ceases, day in day out. Everybody who has the entry, and with whom bets will be made, further acts as agent for his friends and their friends again so that the far-reaching character of the evil can be readily understood.

"JOHNNY GURKHA"

THE BRITISH EMPIRE'S GUARDIANS OF THE INDIAN FRONTIER.

The Gurkhas are the native race of Nepal, the northernmost province of India, and from times immemorial have proved themselves a warlike and courageous people. In 1841-45 they came in contact with the British and fought with such skill and stubbornness that when the fighting was done and the combatants had time to take stock of each other, the English officers decided that they had discovered some of the finest warriors in the world. The Gurkhas, too, had learned respect for their foes, and literally flocked to the standards when they were offered service under the "Great White Queen," and it did not take long to transform these raw natives into first-class fighters.

From that time they have proved loyal and faithful soldiers of England. In the trying days of the Mutiny, when other India troops shot their officers, the Gurkhas remained true to a man. In a score of little wars since those dark days have they shown their soldierly qualities, and thus earned the respect of such students of men as Lord Roberts and Kipling.

MR. RUDYARD KIPLING,

and last, but no means least, as a testimony to their worth, of that discerning gentleman who is not given to praise when it is not strictly due to "Tommy Atkins" himself.

The British soldier has fought shoulder to shoulder with "Johnny Gurkha," and votes him a good comrade.

The little rifleman considers himself as much a stranger Hindustan as a white man does, and he is the only native who receives the title of "sahib." The British troops never refer to a Gurkha as a Sepoy, but always as a rifleman, a name the little men, above all others, are proud to hear. As ordinary infantry the Gurkhas challenge comparison with any in the world, excepting the Japanese, whom, in their continual cheerfulness and smallness of stature, they resemble. The Gurkha is, however, of a sturdy build than the average Japanese.

They are not regarded as quick marchers, as their short but muscular legs do not allow them to cover ground as quickly as long-legged British, German or Russian troops. But Gurkhas can swing along at three miles in an hour further, and in times of great urgency are capable of a dog-trot that absolutely allows them to cover 10 miles. But it is a tall soldier that they most conspicuously shine. Among the mountains in the subtle conflict on crag and crevice, they have no rivals. This was early realized by their officers and not only are they always used in the various frontier wars against the revolutionary tribesmen, but from time to time Gurkhas have been sent to Switzerland to study.

SCIENTIFIC MOUNTAINEERING
under Swiss guides in order that they should be thoroughly efficient.

The tribesmen that occasionally require the attention of a small Anglo-Indian force are

possessed of many irritating habits; but perhaps the worst of these is a propensity for sniping in the dark. When weary "Tommy" and his husky comrades are settling down for a night's sleep, these inconsiderate foes begin their fell work. From a rocky perch affording an uninterrupted view of the camp, they take careful aim, and it is but seldom that their bullets fail to find a victim. There is only one remedy for the hillman sniping—it is a Gurkha.

A British private would lose himself or get knifed before he had stumbled through the darkness a hundred yards. Even a Sikh would never find the sniper, but the Gurkha does it, as the phrase goes, "on the head." When the bullets begin to patter among the tents of an expeditionary force, the Gurkha officer in command gives a whispered order and two or three, or perhaps a dozen of the little men, according to the apparent number of the enemy, glide out into the night. Soon the "sniper" is neatly "sniped" himself.

Shipping.

Arrivals.

Borneo, Ger. ss., 3,144. F. Sembill, 21st Aug.—Sandakan 16th Aug., Timber and Gen.—M. & Co.
Alcinous, Br. ss., 4,278. Pulsford, 21st Aug.—Singapore 16th Aug., Gen.—B. & S.
Samson, Ger. ss., 992. F. Richwaldt, 21st Aug.—Bangkok 9th Aug., Rice and Gen.—M. & Co.
Lion, Fr. ss., 8,000. Ald., 21st Aug.—Haiphong 10th Aug., Gen.—M. M.
Thomson, Nor. ss., 1,187. J. Jager, 21st Aug.—Wakatama 14th Aug., Coal—M. B. K.
Montana, Am. ss., 5,120. D. C. Camus, 21st Aug.—Manila 18th Aug., Gen.—T. & Co.
Portuguese, Charhouse, Br. ss., 1,178. R. S. Bainbridge, 21st Aug.—Penang and Singapore 16th Aug.—MacBain, 21st Aug.—O. S. K.
Progress, Nor. ss., 1,616. M. G. Steen, 21st Aug.—Probolinggo and Sourabaya 9th Aug.—Sugar—Order.

Feithing, Ch. ss., 686. T. Johns, 22nd Aug.—Canton 21st Aug., Gen.—C. M. S. N. Co.
Ernest Simon, Fr. ss., 5,150. Ailland, 22nd Aug.—Marseille 22nd July, and Saigon 10th Aug., Mails and Gen.—M. M.
Childar, Nor. ss., 1,102. H. Nielsen, 22nd Aug.—Sourabaya 13th Aug., Sugar—T. Damels & Co.
Tinggang, Br. ss., 1,607. J. M. Smith, 22nd Aug.—Wuhu and Chinkiau, 18th Aug.—Rice and Gen.—J. M. & Co.

Clearances at the Harbour Office.
Ernest Simon, for Shanghai.
Pakhot, for Ningpo.
Signal, for Haiphong.

Departures.

August 22.

Sydney, for Europe.
Dagay, for Chefoo.
Hatching, for Swatow.
Pocahontas, for Yokohama.
Jacob Diederichsen, for Hobart.
Choyang, for Canton.
Thome, for Canton.
Ernest Simon, for Shanghai, &c.
Aclino, for Shanghai.
Axot, for Kobe.
Tean, for Manila.
Kutang, for Calcutta.
Wuk, for Kobe.
Laot, for Shanghai.

Passenger Arrivals.

Per Aclino, from Singapore—263 Chinese.
Per Rednorshire, from Singapore—Messrs. A. Bux and Taylor.

Per Charterhouse, from Singapore—366 Chinese.

Per Ernest Simon, for Hongkong from Marseilles—Vice-Consul Reau, and Mr. Raymond. From Singapore—Mr. and Mrs. Kurry, Messrs. Jankin and Drefus. From Saigon—Messrs. Rattaihan, Bert, Meuser, Albert Leclerc, and W. M. Nales. For Shanghai from Marseilles—Mr. and Mrs. de Lesquen and 2 children, Messrs. Sabatier, Lavenir, Jauvel, Mallet, Perez, Boucabeau, Ignacio Norza, Mrs. Lacroix, Messrs. Camille Moullade, Henrich, Poilez, Coulon, Sutan, Lancelet and Cracifix. From Calcutta—Mr. and Mrs. Krouroch. From Singapore—Mr. D. Cowitz. From Saigon—Mrs. A. Silbermann, and Mr. Kojima Issa. From Saigon—Messrs. Thouroude, F. Muller, Guyomarch, Mr. and Mrs. Nova, and Mrs. Mercier. For Kobe—From Marseilles—Mr. de Laas. From Saigon—Miss Germaine Kumamoto. For Yokohama from Marseilles—Messrs. Guillouli Guetzeburger and Emile Levy. From Port Said—Mr. Bezzaken. From Colombo—Messrs. J. C. Purkis, E. G. Dirand, H. P. Chaterjee and S. N. Bose. From Singapore—Mr. Cholmoll.

Shipping Report.

Str. Samson from Bangkok—Fine weather, and moderate sea.

Str. Charterhouse from Singapore—Moderate S'ly winds from there to port.

Vessels in Port.

Steamers.

Amara, Br. ss., 1,566. C. J. Mattock, 15th Aug.—Hongay 13th Aug., Coal—J. M. & Co.
Aragon, Ger. ss., 3,324. R. Schuldt, 15th Aug.—Portland, Or. 22nd July, Gen.—P. & S. S. Co.
Bauenthal, Br. ss., 1,378. Chas. Raison, 29th July—Sourabaya 20th July, Sugar—D. & Co. Ltd.
Changsha, Br. ss., 1,800. T. Moore, 19th Aug.—Australian Ports via Manila 16th Aug., Gen.—B. & S.
Courtfield, Br. ss., 2,374. J. W. Martin, 15th Aug.—Moj 9th Aug., Coal—B. & Co.
Dagmar, Ger. ss., 903. C. Wolff, 14th Aug.—Bangkok 7th Aug., Rice and Gen—B. & S.
Devawongse, Ger. ss., 1,057. T. V. Brunn, 19th Aug.—Bangkok and Swatow 18th Aug., Rice and Tea and Teasquares—B. & S.
Drift, Nor. ss., 1,101. Bing, 18th Aug.—Bangkok 12th Aug., Rice—Asgard, Thorstein & Co.
Gaea, Nor. ss., 621. Hans Dahl, 9th Aug.—Sourabaya 29th July, Sugar—Order.
Germany, Ger. ss., 1,714. S. Petersen, 14th Aug.—Bangkok 8th Aug., Rice, and Gen—B. & S.
Heim, Nor. ss., 758. A. Erikson, 19th Aug.—Bangkok 11th Aug., Rice—Yuen Fat Hong.
Helene Menzel, Ger. ss., 984. K. Auer, 14th Aug.—Moj 6th Aug., Coal—Order.
Hinlung, Br. ss., 1,434. W. E. Saw, 18th Aug.—Java 10th Aug., Sugar—J. M. & Co.
Hohenzollern, Ger. ss., 6,660. O. Krafft, 20th July—Genoa, Ballast—M. & Co.
Hyades, Am. ss., 2,032. Geo. Wright, 18th Aug.—Tacoma 4th July, Gen—D. & Co., Ltd.

Mails for Canton, Samat, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nantou, Sanhsia, Kongmou, Kuchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

SCIENTIFIC MOUNTAINEERING under Swiss guides in order that they should be thoroughly efficient.

The tribesmen that occasionally require the attention of a small Anglo-Indian force are

No mail will be closed for Canton on Saturday evening.

On and after 1st July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cent. for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 2d. for each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Barker, Mrs. Lawless, Major Leavenworth, C. S.
Bannell, C. O. Lewis, A. R.
Barker, E. V. Lewis, L. S.
Bell, R. N. Lieut. H. F. Lind, R. E.
Bennett, Geo. Lopes, R. M.
Bingham, Mr. & Mrs. Macdonald, D.
J. E. and child Mardon, Dr. O.
Bissell, W. S. McAvan, T. P.
Blaney, S. McElke, Mr. and Mrs. E.
Bonner, E. A. Merlees, Mrs.
Brighton, F. G. Merrill, Mrs. L.
Ormidale, Br. ss., 3,035. J. Hamilton, 18th Aug.—Kobe via Moji 10th Aug., Gen.—A. K. & Co.
Petrach, Ger. ss., 1,252. C. Ahrens, 18th Aug.—Amoy 5th Aug., Ballast—S. W. & Co.
Promise, Nor. ss., 714. E. Torsten, 19th Aug.—Anping 16th Aug., Amoy 17th Aug., Gen.—J. M. & Co.
Onsing, Br. ss., 1,787. J. T. Davies, 16th Aug.—Samara 9th Aug., Sugar—J. M. & Co.
Ormidale, Br. ss., 3,035. J. Hamilton, 18th Aug.—Kobe via Moji 10th Aug., Gen.—A. K. & Co.
Petrach, Ger. ss., 1,252. C. Ahrens, 18th Aug.—Amoy 5th Aug., Ballast—S. W. & Co.
Promise, Nor. ss., 714. E. Torsten, 19th Aug.—Anping 16th Aug., Amoy 17th Aug., Gen.—J. M. & Co.
Tjimahi, Dut. ss., 2,470. N. de Bruijn, 19th Aug.—Makassar 11th Aug., Gen.—J. C. J. L.
Zafiro, Br. ss., 1,618. R. Rodger, 14th Aug.—Manila 11th Aug., Gen.—S. T. & Co.

SAILING VESSELS.

Pass of Brander, Br. ship, 2,000. W. J. Ryder, 28th July—Philadelphia 14th April, Case Oil—S. G. Co.

Stetton, Br. ss., 1,395. J. E. Farrell, 20th Aug.—Singapore 14th Aug., Kerosene Oil—Geo. McBain.

Doublie, F. H. Parfitt, W. H.
Douglas, Capt. & Mrs. Peake, W.
Downing, Mr. T. Peatey, Mrs. E. O.
Fenton, Capt. Perrott, W.
Fitzgerald, J. D. Perkins, Mr. and Mrs. T.
Fletcher, H. Roche, L.
Friseley, Mr. and Mrs. E. R. and infant
Glover, C. Saunderson, J. C.
Grant, A. W. Scott, A. O.
Grone, Dr. F. Shea, J. J.
Grune, Mrs. Skinn, A. J.
Hall, Capt. T. Skott, C.
Harding, R. Shawin, E. A.
Hornam, G. J. Stewart, W. M.
Hurst, R. N. Smith, C. S.
Engineer, Capt. Thompson, M. L.
Imboden, Mrs. F. Thornborough, J.
Innes, Capt. R. Timke, A. M.
Kerr, F. Unbehauen, C. H.
Kobb, Miss C. Watkins, Miss E.
Roos, Colombo & Co., Aug. 20th
Tartar, Vancouver, C. P. R. Co. Argus, 30th
Copie, Japan, O. & O. Co. Sept. 6th
Emp. of Japan, Vancouver, C. P. R. Co. Sept. 6th
Portland, P. & A. Co. Sept. 16th

Steamers Expected.

Nubia, Singapor, P. & O. Co. Aug. 24th
Kobe, J. C. J. Aug. 24th
Shacheng, Shanghai, B. & S. Aug. 24th
Laisang, Singapore, J. M. & Co. Aug. 24th
Willchad, Sydney, M. & Co. Aug. 24th
P. E. Friedrich, Japan, M. & Co. Aug. 24th
Roos, Colombo & Co., Aug. 20th
Tartar, Vancouver, C. P. R. Co. Argus, 30th
Copie, Japan, O. & O. Co. Sept. 6th
Emp. of Japan, Vancouver, C. P. R. Co. Sept. 6th
Portland, P. & A. Co. Sept. 16th

HONGKONG & WHAMPoa DOCK RETURNS.

Nord, " at Kowloon Dock.

Zafiro, " " "

Lauchan, " " "

Dagmar, " " "

Winghai, " " "

Thyra, " " "

Ship Passed the Canal.

Outward—14th July—Ulysses, 19th July—Barots, Benglo, Freya, Pocahontas, 28th July—Saturn, Rhine, and August—Wray Castle, Swan, Ganis, Yunnan, Benelouch, 4th August—Akamennon, 9th August—Swanley, Root, Sylvia, Stationa, 12th August—Tewantin, Root, Sylvia, Longstar, 15th August—Benlawers, Glenstrel, 18th August—Andalutia, Kaisow, Flinstone, Redhill, Nordpol.

Homeward—4th August—Pura, Jason, Silesia (Aus), 12th August—Palermo, 16th August—Monrovia, Glancus, Sachsen, Manica, Stk., 18th August—Benlomond.

Arrivals at Home—14th July—Benalder, Bay, Hudson, 19th July—Siegwold, Indra, 27th July—Whampoa, Sieva, Poona, Sicora, Abreslede, Sagami, Fallodon Hall, 28th July—Kintuck, Caledon, 2nd August—Duncalan, Benmohr, Calcas, Senegambie, 4th August—Bantu, 9th August—Darmstadt, 10th August—Oceania, 15th August—C. Ford Lastra, 18th August—Ping Suey, Stam.

Arrivals at Home—14th July—Benalder, Bay, Hudson, 19th July—Siegwold, Indra, 27th July—Whampoa



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

T HE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mail will be despatched from this for
BOMBAY, on SATURDAY, the 26th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Macedonia, 10,000 tons, from Colombo,
Passenger's accommodation in which vessel is
secured before departure from Hongkong.

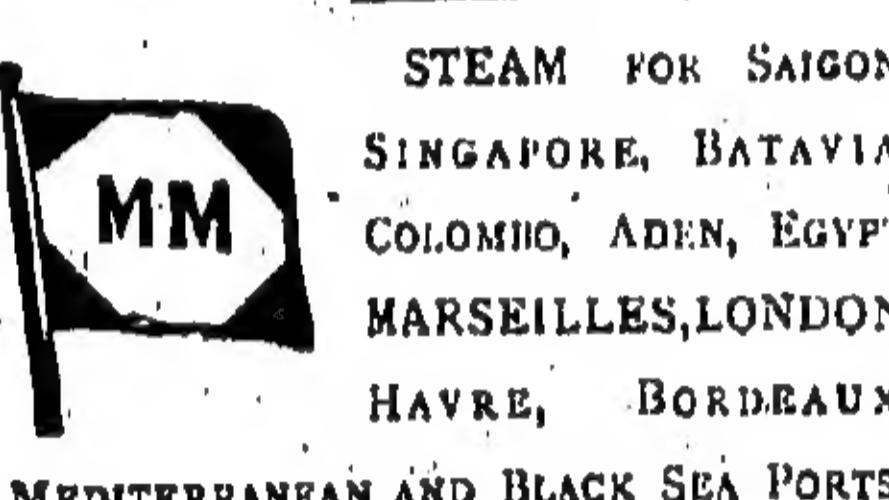
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Cal-
daria, due in London on the 8th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 12th August, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"
Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 5th
September, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS...19th September.
S.S. POLYNESIEN...3rd October.

G. DE CHAMPEAUX,
Agent.
Hongkong, 22nd August, 1905.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
via
MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

Lyra 1... 4,417 G. V. Williams At. Sept. 15
Pleated 1... 3,753 F.G. Purtington
Shawmut 9,666 E. V. Roberts
Tremont 9,666 T. W. Garlick
Hyades* 3,753 Geo. Wright...
Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to
DODD WELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 22nd August, 1905.

[8] Hongkong, 2nd May, 1904.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

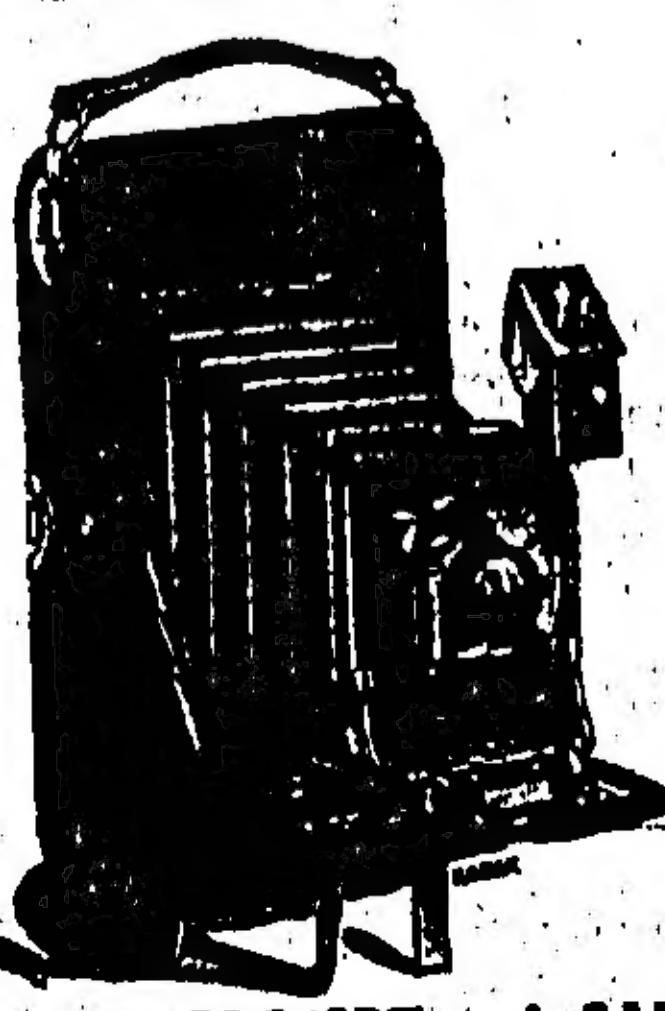
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

[14]

Insurance.

NORTH GERMAN FIRE INSUR- ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

[52]

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE,
FLATS in MORTON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905.

[69]

TO LET.

N O. 3, MACDONNELL ROAD.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 19th July, 1905.

[755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905.

[692]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905.

[527]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
LIGHT laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to— H. RUTTON JEE,

No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

[627]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905.

[50]

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

[57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

[54]

INCANDESCENT
COTTON MILLS.

Ewo Cotton Spinning and Weaving Company, Ltd.

Hongkong Cotton Spinning, Weaving and Dyeing
Company, Limited.

International Cotton Manufacturing Company, Ltd.

Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.

Soy Chee Cotton Spinning Company, Limited.

MISCELLANEOUS.

Anglo-German Brewing Company, Limited.

Pell's Asbestos Eastern Agency, Limited.

Campbell, Moore & Co., Limited.

China-Borneo Company, Limited.

China Light and Power Company, Limited.

China Provident Loan & Mortgage Company, Ltd.

Dairy Farm Company, Limited.

Green Island Cement Company, Limited.

Hall & Holt, Limited.

Hongkong Electric Company, Limited.

Hongkong High-Level Tramways Company, Ltd.

Hongkong Ice Company, Limited.

Hongkong Rope Manufacturing Company, Ltd.

Hongkong Steam Waterboat Company, Limited.

Lane, Crawford & Co., Limited (Shanghai).

Maastrichtij tot Mijn, Bosch-en Landbouwex-

plaatje in Langkat, Limited.

Mondon, (E. L.) Limited.

Philippine Company, Limited.

Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.

Shanghai Gas Company, Limited.

Shanghai Horse Bazaar Company, Limited.

Shanghai Pulp and Paper Company, Limited.

Shanghai-Sumatra Tobacco Company, Limited.

Shanghai Waterworks Company, Limited.

South China Morning Post, Limited.

Steam Laundry Company, Limited.

Strait's Ice Company, Limited.

Tientsin Waterworks Company, Limited.

United Asbestos Oriental Agency, Limited.

Watson, (A. S.) & Co., Limited.

William Powell, Limited.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

GENERAL HOUSEHOLD
REQUISITES.

&c., &c., &c.

REQUISITES.

&c., &c., &c.

REQUISITES.

ACCESSORIES.